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superior. Violet Capsule ... 20.40E.—One of the Finest VINTAGES in
the Market. Gold Capsule ... 30.00

Port after removal should be rested for a
month before use. Wine required for
drinking at once should be ordered to be
decanted at the Dispensary before being
sent out. These Wines are too favourably
known to need comment.

Small quantities are supplied at
proportionate wholesale rates.

A. S. WATSON & CO., LIMITED.

ESTABLISHED 1841.

[20]

MARRIAGES.

On the 4th July, at Shanghai, Mr. H. FEER, in-
terpreter attached to the French Consulate
General at Shanghai, to Mademoiselle MARIE
LEUNG, daughter of the late Lieutenant-Colonel
JEAN EMILE OLIVIER.

DEATH.

On the 6th July, at the English Church, Odessa,
by the Rev. Arthur Stevens, JOHN DILL ROSS,
only son of the late Captain John Dill Ross, of
Singapore, to ELLEN MARSHALL, youngest
daughter of J. F. H. THUTMANN, Esq., of Odessa,
and formerly of Shanghai.

At Vladivostok, on the 20th July, SARAH JANE
HAZEL (YOUNG), the wife of Dr. JAMES A. GREGG,
medical missionary, Kirin.

The Daily Press.

HONGKONG, August 22nd, 1900.

QUESTIONS in Parliament are generally
very useful, as they almost invariably elicit
a modicum of information on the points
dealt with; but sometimes Ministers, for no
apparent reason, appear to exhaust their
ingenuity in trying how to make their replies
colourless and useless. In such a matter as
dock construction in the coaling stations, for
instance, what possible good is to be gained
by trying to conceal the progress of the
work? Yet the Government are as taciturn
on the point as though the revelation would
affect the welfare of the Empire, or place in
peril the fortresses in which the works are
being erected. When Viscount SPMOUTH
addressed a question on this head to the
Government in the House of Lords, on the
17th ultimo, the Earl of HOPKINS, who
answered for the Admiralty, simply vouch-
safed the information that the main works
in connection with the Hongkong Dockyard
extension were in process of construction,
but they could not be completed until
further progress had been made with the
reclamation. His lordship did not add,
though it would have been interesting, that
the said reclamation, though decided upon
more than three years ago, and a vote taken
for it, is still practically imperceptible, so
little progress has been made with it, and
that the Naval Yard Extension, though
now fairly commenced, is still in its most
elementary stages. The Civil Authorities,
as represented by the Colonial Office, are
painfully slow in resolving upon a thing,
and the local Government is scarcely more
expedient in carrying it into effect; the

War Department, as represented by the
Royal Engineers, move with the pace of a
tortoise; but the Admiralty certainly take
the palm easily for laborious crawling, and
it is truly marvellous that they ever get
any work accomplished. Snail-like as their
pace is, however, they get there eventually,
and the work done is good, solid, and
lasting. We have to thank the Naval
Authorities for a most pleasing improvement
just effected in the Queen's Road, just
beyond the City Hall, where the thorough-
fare has been doubled in width, and the line
of trees that formerly edged the road now
runs along the centre. The corners have
been trimmed off, and the Military Parade
Ground, formerly a sloping patch of gravelly
desolation, is now a level stretch of green
turf, whereon Thomas Atkins can take his
exercise or drill in comfort and satisfaction.

It is intended to continue this boon by widen-
ing the Queen's Road for some distance, and
to set back the buildings in the Royal
Naval Dockyard. It is true, as we said, that
the work does not show for much—the
Admiralty, like the Chinese, hasten slowly
—but we shall get the improvement in the
coming century. And so with the reclama-
tion. As the years roll on, the area of dry
land along the Naval Yard foreshore will
widen and show up, and some day the dock
will be finished and no doubt opened with
the customary ceremonies. The contractors
have recently purchased a large strip of land
on the shore near Kowloon City, where they
intend to make huge concrete blocks, to use
for this work. The Military will, when their
new prison is built—they have prepared a
site and enclosed it in a massive brick wall
—vacate the old building they are kindly
allowed to occupy still, and the block occu-
pied by the Royal Artillery as married quar-
ters will also be given up soon, for new
quarters have at last been erected on the
Kennedy Road level. It will thus be seen
that although progress on the Extension of
the Royal Naval Dockyard has been slow
and almost imperceptible to the casual ob-
server, some important work has been done,
giving ground for hope that at some period
during the first decade of the twentieth cen-
tury the whole scheme will become a great
accomplished fact. But the impatient, the
energetic, and those who would see the coal-
ing stations in a proper state of prepared-
ness, must necessarily feel irked by the tardy
progress made, especially at a time when
political events move with occasionally
startling rapidity, and may one fine day
find Great Britain unprepared in her fort-
resses and possibly not up to date with her
fleet. It is not a question of funds; the
money was voted years ago; it is simply a
matter of departmental red tape. The sooner
the British Departments of State can get
purged of this ancient and most injurious
malady, which has for generations afflicted
the body politic, the better it will be for the
Empire at large.

In the 24 hours preceding noon yesterday
there were reported two fresh cases of plague
and two deaths.

So far as we can learn no serious damage has
yet been done by the boisterous weather
of the last two days, only a few shrubs and
palisades having been blown down.

Messrs. Hughes and Hough inform us that
the property at Kowloon (Inland Lot No. 549)
was sold yesterday afternoon to the Humphreys
Estate and Finance Co. at \$1.05 per foot.

The Telegraph Companies issued an Express
yesterday to the following effect:—"We are
informed that telegrams can no longer be for-
warded to Peking by courier from Tientsin, on
account of the Boer movement. They will
be forwarded via Chetoo."

At the offices of the Public Works Depart-
ment on Monday Mr. G. J. W. King offered
for competition Shaukiwan Inland Lot No.
393, which contains 2,250 square feet and is
subject to an annual rent of \$12. The upset
was \$450, and the lot was knocked down to a
Chinaman for \$810.

There are at present two naval hospitals at
Nagasaki for the reception of wounded and
invalided officers and men. One is the Russian
hospital, in which there are now five officers and
27 men under medical treatment. The other is
the French hospital, temporarily opened in
the French convent, in which 90 officers and
men are being treated.

Indian Constable (851) Vagoo Singh ap-
peared at the Magistracy yesterday charged with
assaulting Chang Sung, a coolie in the employ
of the Hon. F. H. May, C.M.G. The couple
had some words in Garden Road on Saturday
afternoon and the constable kicked the coolie in
the small of the back. Mr. Hazeland said it
was disgraceful that a constable of this colony
should be guilty of such conduct, and imposed
a fine of \$15, or a month. The fine was paid.

Some commotion was caused on Pedder's
Wharf at about half-past six on Monday night
by the conduct of a Chinaman—a sampan man.
He suddenly seemed to lose his reason and at-
tacked Sergeant-Major Gilbert, of the Royal
Engineers, knocking him down and endeavour-
ing to throttle him, at the same time calling out
that he would cut the foreigner's head off. He
was got away by some bystanders and taken
to the Lunatic Asylum, where he had been pre-
viously confined.

A new comet has been discovered by Dr.
William R. Brooks, Director of the Smith
Observatory, Geneva, New York.

The cost of the Spanish war, states a Philadel-
phia paper, and its sequel up to the close of
1899 is now estimated, roughly, at about
\$414,000,000, which includes, however, the
\$20,000,000 paid for the Philippines, and the
increase of expenditures for shipbuilding and
fortifications over those of the years immediately
preceding 1898.

The Adjutant-General's office at Washington
has issued its list of the organized militia force
of the United States, together with the number
of men available for military duty, but unorgani-
zed. The grand total of organized militiamen
in the several states and territories at last
report was 106,339. Those unorganized, but
available for military duty, aggregated
10,443,142.

On the evening of the 15th instant about 1,000
men turned out for the parade of the Shanghai
Volunteer Corps. The units on parade were
the Artillery, A. & B. Co's, the Reserves,
American, German, French and Japanese
Companies, the Naval Brigade, Customs Com-
pany, and Ambulance Company. The Light
Horse were not present. This is the first oc-
casion on which the French Company had their
parade with the British.

The Italian journal *Il Giorno*, published in
Rome, says:—"Italy has only one policy to fol-
low in the Chinese question, and that is to
accept unreservedly the policy of England and
consolidate it." Another paper, *Il Popolo Ro-
mano*, says:—"The Chinese crisis has now as-
sumed such a grave phase that a return to the
state of things which existed before the revolution
is impossible. After order has been re-
stored Russia will, no doubt, have control of
Manchuria, and consequently England must be
placed in charge of the Yangtze Valley."

A number of young Germans who reside in
Honolulu are said to have organized a military
company and have offered themselves to the
German Government for active service in China.
Nearly all have seen service in the German
army, and all are subjects of the German Em-
peror, so it is possible that they will be accepted.
The offer was made through the German Con-
sul J. F. Hackfeld, and was sent to the War
Department at Berlin. There are about 250
who have pledged themselves to go if they are
ordered and they are headed by Caesar Krenner,
who was formerly a sergeant in the German
army.

Twenty-two steamships are said to have been
chartered by the American and German govern-
ments to carry troops, stores and war material
to China, says a Washington despatch to a
Philadelphia Journal. Seven were chartered
by the United States and the remaining fifteen
by Germany. The *California*, *Victor*, *Pak*,
Ling, *Athenian*, *Strathgyle*, *Belgian*, *King* and
Thyia were chartered by the U.S. Government
and the German steamships *Rhine*, *H. H. Meier*,
Gera, *Dresden*, *Kalle*, *Aichen*, *Crefeld*, *Batavia*,
Phanicia, *Bonia* and five others by the Ger-
man Government. A number of the German
steamers, when they reach America, will be
ordered to the Pacific Coast in ballast, whence
they will take supplies for the German army in
China. The Germans, according to reports,
have purchased war supplies for their army in
the United States amounting to over \$2,000,000.

Mr. R. T. Head, who went recently from a post
at Messrs. Douglas Lapraik's as Reuter's cor-
respondent at the front, writing on the 5th inst.
to a friend in Kobe, says:—"I have been in
bed (like scores of others) for the last eight
days with dysentery—bad chow and worse water
—solution of Boxer. . . . Doctor says he will
let me out to-morrow and I hope to be with the
troops again by midday to-morrow—don't look
forward to the ride with my middle zone in such
a disturbed condition. Fortunately there is an-
other Reuter's man here now and we are work-
ing together. . . . Have used up two ponies
already—using them from daylight to late at
night on insufficient and unsuitable fodder
breaks them up rapidly. My third is a tough
little fellow and I hope he will carry me to
Peking. He is a pine white, so have dyed him
khaki with Condy's Fluid—most successful—
no white mounts allowed at the front, as they
draw the enemy's fire immediately. Khaki
hardly visible at over 1,000 yards on this dusty
bare country. Have not been touched yet,
though my pony got hit twice before Tientsin
city—he was pretty well played out before that
and had to be shot when I got back."

A Japanese seaman is at present in custody
charged with attempting to murder a Japanese
doctor at 11, Gage Street. He was caught by
Sergeant Williamson under the following cir-
cumstances. The Sergeant was returning from
church on Sunday at noon, and when near
Government House he was met by a Chinaman,
who informed him that a Japanese who had
stabbed another Japanese with a knife was
hiding in the grounds. The Sergeant at once
began to look round and caught sight of the
man dodging about the bushes. He gave chase
and ultimately caught him and took him to the
Central Police Station. Here the man was search-
ed and a small pocket knife was found upon him.
In the meantime the occupants of No. 11, Gage
Street, had reported to the officer, and the injured
man was brought up to the station and told his
story. It was to the effect that he was staying
for the time being on the ground floor of No.
11, Gage Street, when the prisoner came in and
picked a quarrel with him, ultimately stabbing
him on the left fore-arm and head, an artery
being cut in each case. The man was sent to
the hospital, and the prisoner remanded until
Thursday. The prisoner said he intended to
disfigure the man but not to kill him.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

LONDON, 20th August, 9 p.m.

COUNT WALTERSEE STARTS
FOR CHINA.

Field Marshal Count Waltersee has de-
parted on his way to take command of the
forces in China.

THE WAR IN SOUTH
AFRICA.

LONDON, 20th August, 9 p.m.

BADEN-POWELL'S REPLY TO
DE WET.

Lord Roberts says that General Baden-
Powell replied derisively to the Boer sum-
mons to surrender and that Commandant
De Wet, finding Commando Nek strongly
held, changed his route northwards.

GOOD PROGRESS MADE.

General Baden-Powell, keeping in touch
with General Paget, has occupied Waterval.
General Hamilton has occupied Oliphants
Nek and Magaliesberg, capturing two guns
from the Boers.

MORE BOER SURRENDERS.

General Buller reports that 684 Boers
have surrendered in the Harrismith dis-
trict.

REUTER'S SERVICE.

LONDON, 19th August.

THE CHINA CRISIS.

M. Delcasse, speaking in the Chamber of
France's Chinese Policy, emphasized that
France and Russia were acting in accord. He
said that it was necessary for the Powers to
moderate their desires to what all could agree
to.

The Emperor William, in presenting a Field
Marshal's baton to Count Waltersee, dwelt es-
pecially on the Czar's approval of the appoint-
ment.

THE SOUTH AFRICAN WAR.

Reports of big Boer successes are current at
Lourenco Marques, but it is impossible to
verify them, as the British censorship is very
strict.

Commandant De Wet's following is now
7,000.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The transport *Nevada* arrived on the night
of the 20th inst. from Taku.
The transport *Uganda* left yesterday for
Calcutta.

THE FIGHT AT HOSIWU.

EASY VICTORY FOR ALLIES.

The *Shanghai Mercury's* special correspon-
dent writes on the 9th inst.:—"On the 8th a patrol
located the enemy entrenching at Hosiwu, and
an attack was arranged to take place on the 9th.
[Previous despatches give this date as the 10th
August.] The Japanese leading shelled the
position, which was occupied without much op-
position, the enemy retreating in the form of
a rabble, having abandoned four guns. The
Cavalry and Artillery were sent in pursuit, as-
sisted by the Bengal Lancers. These came into
contact with the Chinese Cavalry, which was
routed with heavy losses."

GREAT HEAT, BUT ABUNDANT WATER.
The Allies are suffering greatly from the heat.
The position at the close of the action neces-
sitated the rearward starting late to-day to
join the British and Americans. The head-
gear of the latter is utterly insufficient for the
climate here, and this is causing direful con-
sequences. We have abundance of water, and the
conditions for the advance are all favourable.

MESSAGE FROM PEKING.

A message has been received by cruiser from
Peking, dated the 7th, containing reassuring
advices.

CASUALTIES AT YANGTSUN.

The same correspondent wrote on the 6th,
after the battle at Yangtsun:—"The compara-
tive smallness of the British casualties is at-
tributed to the instructions that have been issued
to advance in exceptionally extended order.
The casualties of the Russians were seven killed
and nineteen wounded. The Americans had
seventy-four killed and 165 wounded. These
casualties occurred while the troops were assist-
ing the centre attack. The British casualties
were—Welsh Fusiliers, two killed and eight
wounded. The Sikhs had twenty-four casualties,
including Lieut. Costello, severely wounded.
The Punjabs had eight casualties."

THE STATE OF TIENSIN.

THE TOWN NOT RUINED.

A conversation which a representative of the
N.C. Daily News had with a gentleman repen-
tly returned from Tientsin to Shanghai has
resulted in the learning of many interesting
facts in connection with the condition of affairs
in the North. Since the taking of Tientsin
native city, things have quieted down there
considerably. There is, of course, no business
in Tientsin, though the banks are doing a little.
The reports as to the ruined condition of Tien-
sin are absolutely wrong. A sugar godown
was ruined, and in the French Settlement there
had been heavy damage, though this last was
done by the defenders for the most part to pre-
vent the Chinese from obtaining cover. The
Hongkong and Shanghai Bank are doing some
small repairs, but they are very little damaged,
as to the American Consulate, which was
reported to be in ashes, it was hardly injured at
all. All the barricades had been cleared away,
steamers into horse transports. An attempt
and the town has generally been cleared up, so
that it presents quite a peaceful and happy
appearance.

REPAIRING THE RAILWAY.

Moreover, there is railway communication
with Taku, and three trains a day are running
both ways—at 8.0, 12.0, and 4.0. It was not
to the credit of the English that this line was
repaired and put in working order. They had
the splendid opportunity of putting the job
under the direction of Mr. Kinder, who could
have engaged the necessary staff and coolies
labour, but they put it into the slow and
jealous hands of the Royal Engineers, who
made so tedious a business of it that finally the
work was done by the Russians, and done
quickly and with fair efficiency.

THE ALLIES' QUARTERS.

The taking of the native city practically
ended the danger for Tientsin, unless it be true
which is not considered likely, that 15,000
Boxers are in the neighbourhood, waiting the
depletion of the garrison that they may attack.
However, as soon as the shelling—and the looting
—had been done, the town settled down into
a life almost hum-drum. The troops went into
quarters, and it was noticeable that the Russians
and Japanese were kept widely apart. The
Japanese lived in the Japanese concession,
where they had bought Chang Yen-mao's house.
The Russian camp was on the railway line
about two miles below the railway station, on
the left bank of the river. The American
troops were in quarters in the British Settle-
ment, while the British were scattered about in
different places. Their bluejackets were on the
Bund, which was necessary, as they engaged in
unloading lighters, and work of that sort.
Their position is called "Barbours Barracks."

IN THE CITY.

The native city is far from being quiet. It is
full of malcontents and Boxers. Major Waller,
the distinguished American officer, had one day
to empty his revolver in self-defence.

THE WEIHAWEI REGIMENT.

In connection with the fact that a hundred
men of the 1st Chinese Regiment have gone
with the force to help pull the guns, while the
remainder have remained at Tientsin, the *N.C.
Daily News* quotes an observer, who says:—"I
think they are good under fire, but I also think
they are a most unreliable regiment. They have
gone to fight, and they will fight. After this
they will look like fiends, and desert with their
loot. On the other hand if they are not given
an opportunity to fight, they will complain that
they are not soldiers and will desert for that
reason. I think they are quite unreliable."

THE TROOPS AT SHANGHAI.

The *Union* (Shanghai) of the 16th inst. pub-
lishes the following professed explanation of
events connected with the landing of the Indian
troops at Shanghai:—"Admiral Seymour was
asked to take charge of the defences of Shang-
hai. He ordered up 3,000 men from Hongkong,
but did not inform the Consulate till afterwards.
They were not opposed to the soldiers coming,
but had they been consulted they would have
asked the Admiral to wait till the safety of
foreigners at the outposts had been assured.
So they wired this to their Governments, some
of which said that if British troops were sent to
Shanghai, they would send troops also. Eng-
land objected owing to the Viceroy objecting—
as he was afraid the arrival of so many troops
would cause trouble—so, not wishing to cause
complications, said that if she could not send
troops alone, then she would not send any.
Before England's decision became known, the
troops had left. Then the Consul considered
it rashness not to let them land, and all sent
identical telegrams to their Governments that
the British troops should land. We await the
reply. The above was of course written before
the landing of the troops."

THE REFUGEES.

NEWS FROM HUNAN AND SHANSHI.
Messrs. Hilt and Gwinnell arrived at Shang-
hai on the 15th from Cheongchee, Hunan. They
passed through Changteh. From the latter
place there had left two days before Messrs.
Kelly, Preston, Clinton and Bruce. These four
gentlemen left their station at the suggestion
of their Consul, and with the advice and assis-
tance of the native officials. They were ac-
companied to Hankow by two native gun-boats
and thirty soldiers. The next day after they
left a mob broke into the Presbyterian premises
at Changteh completely destroying them. The
Missionary Alliance promises at Changteh were
also looted.

The *Shanghai Mercury* learned that a party
of missionaries from Shanai arrived at Han-
kow after a journey of the most arduous de-
scription. One lady was killed outright, and
two other ladies and two children succumbed by
the way from injuries inflicted upon them.
Eight adults and six children form the party
that got through, and the marvel is that after
such a journey any should have survived at all.

THE EUROPEAN REINFORCEMENTS.

NEWS VIA GERMANY.
The *Olaszschitz Lloyd* publishes a special
telegram, dated Berlin, 15th August, to the
following effect:—"Russia has chartered a number of transports
sufficient to carry an army of 135,000 men to
Vladivostok."
All the Powers, with the exception of France,
have now consented to the appointment of Graf
von Waldersee to the supreme command of the
allied forces in China. France is preparing an
unwieldy defence of her attitude.
On the occasion of the departure of the
French expedition to China, M. Loubet,
President of the French Republic, made a
speech at Marseilles in which he expressed satis-
faction that France would now be able to par-
ticipate in the punishment of rebellious China as
far as her interests in that country demanded.
All German sailors on board the ships of the
German squadron in East Asia whose term of
service has expired have received orders to
remain at their posts.
In the ship-building yards "Weiserwerth,"
near Bremen, a new protected cruiser of the *Niebo*
class was launched to-day and christened *Ariadne*.

THE CHINESE ATTACK ON
BLAGOVESHCHENSK.

The *Kobe Herald* prints some interesting ex-
tracts from a letter received in Kobe from a
gentleman who was in Blagoveshchensk when
the Chinese first attacked the town. The writer
dates his letter from Vladivostok:—

I suppose by this time you will know the
cause why communication has been interrupted
between Blagoveshchensk and this place. I
wanted to telegraph to you that Blagoveshchensk
was bombarded, but such telegrams were not re-
ceived at the telegraph station. When I arrived
at Blagoveshchensk the city presented the
most peaceful aspect and there was nothing
whatever to suggest that Blagoveshchensk would
soon be a besieged city. The complete faith the
citizens had in their neighbours across the border
had led to the complete withdrawal of the troops
and arms. The city was left defenceless. The
withdrawal of the troops left it in fact in a most
critical position, and we have only to thank Chi-
nese stupidity and cowardice that we have not had
our throats cut and that the city has been sack-
ed. I arrived at Blagoveshchensk on Friday
evening, July 13th, and went out on business
the next day. I expected to call again on
several parties and to leave the city a few days
afterwards. On Sunday, July 15th, at 6
o'clock in the evening, every one was
amused to hear that fire had suddenly been
opened upon Blagoveshchensk from concealed
tranches on the opposite side of the river. A
steamer was just about to leave the city for
Habrrovsk with the remaining 300 soldiers. I
was just going on board the steamer, to send off
my mail, and the principal street, which faces
the river, was crowded with men, women and
children, the day being a holiday, when all at
once volley after volley from rifle and cannon
was fired at us. You can imagine what then
ensued. The screams and general panic were
horrible. The people were terror-stricken
and rushed madly to the rear of the city. In a
quarter of an hour in the principal street not
one soul was to be seen. The firing from the
Chinese shore increased at this time. Soon after
all the rifle and ammunition stores were torn open
and young and old began to arm themselves
with whatever they could get hold of. Resi-
dents fought with themselves for the possession
of a gun, for the city was left almost as bare of
arms as it was of troops. At the hotel where
I was staying everybody received a gun and a
few cartridges and marched off to the river
front, as a Chinese invasion was immediately
expected. We were to frustrate any attempt
to land. The rifles given out to us were those
used in the Crimean War and they are harmless
things; however, it was the best the city had.
200 regular soldiers were armed with axes and
300 with guns, and the free citizens formed the
whole defence of Blagoveshchensk. A whole
night we stood on watch facing the enemy's fire.
Evidently the Chinese, although they kept
up a steady fire, were more afraid than the
Russians and did not try to cross the river.
Thanks to the Chinese not being very good
marksmen only a few of us were wounded and
two killed, and very little damage was done to
the buildings. The next day trenches were
dug and the city was surrounded with a chain
of guards composed of armed residents. All
places of business were closed and a good many
of the population left the city and went inland,
but soon returned, finding out that there was
greater danger there than in the city itself.

Of course at such a time there was no talk of
doing any business. The city was declared
under military law on the 16th, hanging being
the penalty for any misdeed. Although they kept
up a steady fire, were more afraid than the
Russians and did not try to cross the river.
Thanks to the Chinese not being very good
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of the population left the city and went inland,
but soon returned, finding out that there was
greater danger there than in the city itself.

COREAN NEWS.

THE EFFECT OF THE CHINESE TROUBLES.
The *Chempulpo* correspondent of the *Kobe
Herald* writes on the 9th inst.:—"Russia is
pouring tens of thousands of Cossacks from the
North into Manchuria, and report says no
human soul is being spared and a wide open
tract is being made as the troops press forward.
They are, nevertheless, meeting some opposition
en route as the whole of the Chinese come out
against them. I fear we know really little of
what is going on in the Far North and
interior of the country. Refugees continue to
flock to Vladivostok from the interior and
steamers are leaving fully laden with them.
On the 9th more than twelve Roman Priests
took passages in the *Yamashiro Maru*, also a
considerable number of Japanese and Chinese;
and it is expected that for some time to come
ships will be full up. Masters in this country
are quiet, and as long as the Boers can be kept
out of it, little or no trouble with such an
element as that will disturb Korea. If the
Boxers get a footing in Corea the natives from
sheer fright will be obliged to join them."

The very handsome gift to the Allied troops
by the Korean Emperor is very significant
and many venture to think he would do well to send
a few hundred soldiers to join the allied forces.
Confidence seems to have been restored amongst
the foreigners living in the northern ports. By
the 12th, the twelve Chinese transports, with
20,000 Boxers, of which we heard the other days,
have not yet arrived in the port of Fusan.

When in that port we saw a few Boers. I
found many believed in their report. Of all places
in Corea Fusan is most safe. It is the most
southern and best guarded place in the whole
country. Besides being so near to Japan there
is generally one Japanese man-of-war there and
always 200 to 300 well-trained soldiers, besides a
Japanese population of 6,000. Seoul and Che-
mpulpo just now are very hot, but our friends
from China will no doubt find it better than the
filthy dirty cities of China. Many Manchurians
are the guests of the residents of both Seoul
and Chempulpo. The Railway between the two
places is in good working order and it is a great
boon to the public, as is also the Electric Rail-
way in Seoul."

RUSSIAN SPIES.

A *Mainichi* despatch dated Chempulpo, 13th
August, says:—"It is reported that Russian
spies have arrived at Chempulpo. One of these,
who gives out that he is a teacher of languages
and is accompanied by a Japanese woman,
revealed his true character while playing the
part of an eavesdropper in a certain hotel
where Japanese officers were lodging. Various
Coreans are reported to be engaged

troops and animal transports was begun. The *Hancock* was put on dry-dock yesterday. The work of cleaning and scrubbing her will be finished today. After taking on coal she will return to the transport dock and be ready for sea. [The *Hancock* has reached Nagasaki.]

The work of loading the big tramp *Strathgyle* will begin this morning. She has a capacity of 5,500 tons. She is to carry hay and grain and horses. The *Aster* arrived yesterday from Nansai. She will carry 442 horses to China. The transport *Meade* will sail on August 1st, carrying the remaining two battalions of the Fifteenth Infantry. The *Hancock* is to carry 500 marines and four battalions of artillery.

The Hamburg-American line has the contract for carrying 5,000 horses that were bought here for Germany, but that company as yet has been unable to charter any vessels. The Pacific Mail Company declined to convert their line has been made to get some of Rosenfeld's colors, but the United States transport service had an option on those which could be spared from the coal-carrying trade. In addition to this, Uncle Sam is the highest bidder, and ship-owners are holding back to do business with their own Government.

The War Department has been busy in the north, steadily absorbing all available steamers for freight and transport. The *Belgian King*, *Poh Ling* and *Kin Teck* will sail for the Orient from the South.

The Navy Department is looking for sailing tonnage to carry coal to the Orient. There is plenty of coal in Japan, but of a kind of which the navy is not particularly fond. It requires a heavy coal to develop Oregon speed in our boats in the Orient. There are plenty of coasts that can be pressed into service.

The Secretary of War is inquiring for vessels to take troops to China from San Francisco, Tacoma and Seattle within the next sixty days. He has sent urgent messages to the Northern Pacific Railroad, President J. J. Hill of the Great Northern Railway and to C. P. Huntington and J. C. Shubbs of the Southern Pacific and Pacific Mail.

Hill and his Great Northern Railway syndicate have seven or eight steamers running between the Orient and Seattle. The Northern Pacific has four or five steamers in the Oriental trade. Huntington and Shubbs have at least six vessels available for the War Department.

General Shafter is communicating with the above people on behalf of the Secretary of War. At a late hour last night Shafter wired to Washington that the Pacific Mail and Northern Pacific people could within a few days charter to the Government nine vessels. These are as follows:

Pacific Mail—China 1,350 troops; City of Peking, 1,200 troops; City of Sydney, 1,100 troops; Newport, 800 troops; City of Paris, 750 troops; Northern Pacific—Glenora, 900 troops; Tacoma, 800 troops; Victoria, 750 troops; Olympia, 930 troops.

The Northern Pacific Company sold to the Government lately the steamer *Columbia*, which has been taking troops and supplies from Seattle to the Nome country. It is understood that this vessel will be used to take 800 troops to China.

All of the above vessels were chartered by the Government to take troops to Manila in 1898. The *City of Peking* took the First California Regiment to the Philippines in May, 1898. The *Newport* took General Merritt. General Otis went on the *Paris*.

Officials in steamship and overland railroad circles have stated that the Government has made up its mind to send 20,000 troops to China via Pacific Coast ports. Most of the troops will go through San Francisco and Tacoma.

Just what vessels will be chartered at Seattle from Hill's Great Northern Railway is not known yet. It is thought, however, that two steamers, having a capacity of 1,200 troops each, will be engaged. Most of the Hill steamers belong to the Nippon Yusen Kaisha, or Japanese Steamship Company. The Japanese Government has called all of them in to take troops to China via Taku and Tientsin. Hill has notified Shafter and the Washington authorities.

If there is a lack of vessels at Seattle and Tacoma, it is a certainty that Uncle Sam can get an extra supply of steamships at this port. The coffee shipping season in Central America is about over, and on that account the Pacific Mail will be able to offer other vessels to the Government as transport.

It is estimated that it will take twenty-five trains with an aggregate of 250 passenger cars to convey from the East to this coast the 20,000 troops it is proposed to send to China. The artillery, equipment and supplies necessary for such a large body of men will require the services of many freight trains.

It is understood to be the purpose of the War Department to launch the large volume of freight for the troops equally between Puget Sound and this port. At the same time in its desire to expedite the movement of troops it will send most of them through San Francisco. The fact of the President's reservation being here emphasizes that fact. The various railroad companies across the continent have already reached an understanding on that subject.

THE RUSSIAN CUSTOMS' TARIFF.

A telegram from Mr. Komura, the Japanese Minister at St. Petersburg, to the Japanese Foreign Office, states that an Imperial Ordinance was issued on the 4th inst. decreed that, as the affairs in China required special appropriation of money, the Russian Government has been obliged to raise the Customs Tariff on the goods imported into Russia by sea. The tariff added that the rate of duty on rugs and earthenware had been raised by 30 per cent, and the rate on silk, porcelain, and ivory by 10 per cent. No change has been made in the duty charged on other Japanese goods. The Imperial Ordinance took effect on the 5th inst.

LATEST STEAMER MOVEMENTS.

The N. P. steamer *Memnon* has arrived at Yokohama and sailed for Portland (Oregon) on the 19th inst.

The O. & O. steamer *America* has, with Mails &c., from San Francisco to the 3rd inst. via Honolulu, has arrived at Yokohama, and will leave for this port on Thursday, 23rd inst., at daylight.

The N. P. steamer *Victoria* has arrived at Yokohama, and sailed for Tacoma on the 21st inst.

HAIR PRESERVED AND BEAUTIFIED. The only reliable preserver and restorer of the hair is ROWLAND'S MACASSAR OIL, which closely resembles the oily matter nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and averts, strengthens the hair, and for children it lays the foundation for a luxuriant growth. Also in a golden color for fair and golden-haired ladies and children. Ask Stores and Chemists for ROWLAND'S MACASSAR OIL, of Hatton Garden, London.

THE SAILORS AND SOLDIERS' CHINA RELIEF FUND.

A LADIES COMMITTEE—EXISTENCE OF AN OLD FUND.

With regard to the above Fund which we closed a few days ago, we have been asked to devote a portion of the money to providing the sick and wounded at the front with various comforts. We learn that a number of ladies approached Mrs. Gascoigne to ask her to form a Working Committee, who could make various articles of clothing and sundry things for the use of the sick and wounded English soldiers and sailors. As the China Field Force is thoroughly equipped, and every attention is being paid to the requirements of the men, having regard to the present hot weather in the north and the severity of the approaching winter, there is really little for such a Committee to do. But while the War Office provides the essentials, a Ladies Working Committee can manufacture many little comforts that will be appreciated, especially shawls and pyjamas for hospital patients.

Mrs. Gascoigne at once kindly consented to form such a Committee, and H.E. Major-General Gascoigne promised a cheque of \$100 for purchasing materials.

We also learn, in confirmation of our previous remarks, that the Fund we commenced is really unnecessary, owing to the fact that there is in existence a Soldiers and Sailors' China Fund, which dates its formation from the last China War of 1860. Its sole surviving administrator is, we believe, Mr. Francis, Q.C., and he has already made known the existence of this Fund to H.E. the General Officer Commanding. Mr. Francis was asked to devote a portion of this Fund to provide materials for Mrs. Gascoigne's committee, but unfortunately his Fund is only for a specific object, to help the families of those killed in action and to assist the wounded. As the old Fund is amply sufficient to cover these cases, we were enabled yesterday, with the consent of and on behalf of several of the subscribers to the Fund started in the *Daily Press*, to hand over a cheque of \$75, representing their subscriptions, to Mrs. Gascoigne's Committee. Should that Committee require any further assistance there is still a balance in hand, to be used with the consent of the remaining subscribers, and we feel sure that if necessity arises for even further help the community will generously respond.

SUPREME COURT.

August 21st.

CRIMINAL SESSIONS.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

THE ARMED ROBBERY AT MIRS BAY. The hearing of the case against Yan Ti Kin and Yan We Chun, who were charged with committing an armed robbery at Mirs Bay, was resumed.

The jurors were Messrs. H. P. Jertum, Henry Harrow, Vasco Luis dos Remedios, W. F. Muir, C. W. Richards, R. J. dos Remedios, and A. R. Lowe.

The evidence for the prosecution was continued.

Yan Wai Kwai said he was a fisherman living at a place called Samsai at Sai Tan Kok. He was one of the two men employed by Lo Hop to row him to Sha U Cheung. They started from Sha Tan Kok at daybreak. The other boatman with him was Chi Ngan. When they had rowed some distance it came on to rain and Lo Hop put his umbrella up. Between seven and eight o'clock they were near a place called Tai Mai Sha, and he saw a boat coming towards them from the mainland. He thought it was a fishing boat at first. He saw there were two men rowing. Before they came alongside his boat two other men suddenly jumped up. One of them called out to him to stop. This man was standing at the bows with a revolver in his hand. He fired twice. The men then came on board and seized hold of Lo Hop's queue. Lo Hop was told to take off his girdle. He did so, and then witness saw some bank notes, which one of the robbers took. He identified the prisoners as the robbers. The first prisoner came on board afterwards, and was the man who cut the bamboo on his ears. He had known the second prisoner for five or six years. He heard people say that the first prisoner was the younger brother of the second prisoner. After taking the bank notes from the prosecutor the prisoners said, "You must have some more money." The prosecutor replied that he had not, but the robbers began to search the stern of the boat and placed in the robbers' boat. The prosecutor begged the robbers to give him some money to enable him to get to Hongkong, and ultimately they gave him a five dollar bill. Witness told the robbers he and his fellow boatman had been working all morning and had got no pay, whereupon the first prisoner threw some money towards him, but it happened into the sea. The second prisoner had a knife, and with this knife he cut the bamboo from his ears so that he could not get along so quickly. The robbers then went away, rowing towards Tai Fung Tai, opposite Tai Mai Sha. Witness's boat went to Tai Mai Sha, and on landing Lo Hop went to report to the Customs. Witness, at the prosecutor's request, returned to the shop where the prosecutor had been staying. On the fourth August a man came with a message from a man named Chang Ngan, the messenger saying there was six dollars for him and six dollars for his foki, and the man told him not to say anything about what had taken place the previous day. He and his foki accepted the money. He wished to disclose what had taken place, but his foki told him not to do so. He had, however, reported the matter to the prosecutor's friend in Sha Tan Kok, Chang Ngan was a fisherman and owned a small boat. The two men who rowed the robbers' boat were Chang Ngan and Ngan Wang and Chang Ngan. They used to live in Sha Tan Kok but they had gone away since the robbery. Four or five days after the third of August he was asked to go and point out the robbers' boat and he did so. It was a piece of the dock was broken and he noticed this at the time of the robbery. There were about 20 straw torches in the hold. He also saw them at the time of the robbery. On the prisoners being asked if they had any questions to put, the first one said to the

witness, "You must remember that you are standing on the cash and that above you is the heaven. Look at me again and see if I am one of the robbers?"

Witness replied that he was certain the first prisoner was one of the robbers. It was quite true that he was assaulted by a Chinese constable as well as the first prisoner. He did not know the constable's number. He thought this took place on the evening of the 6th August.

The Attorney-General said there was only one Chinese constable in the case, and suggested that he should be called, that the witness could say whether he was the man who assaulted him or not.

The constable—So Kwai—was called, but the witness said that he was not the man who struck him.

By way of evidence the prisoners endeavored to prove an alibi, and called four witnesses. One of them was Wong Sze, and he described himself as a gentleman at large, living at leisure and residing at Sha Tan Kok. He said the first he heard of the robbery was when, three or four days ago, a police-officer asked him to go before an officer at Sha Tan Kok to say a few words.

His Lordship informed him that it was on the 11th August, ten days ago, when the second prisoner gave him name to the Magistrate as a witness for him.

Witness replied that he did not know why the second prisoner had given his name. He had known the second prisoner for about 20 years. He did not know of anything taking place on the 3rd August. On the morning of that day he was in his house. He left his house at eight o'clock when he went to Cheung Po's house to smoke opium. Cheung Po's house was distant a little over three miles from his house. It only took him a few minutes to get there.

His Lordship—Three miles only took him a few minutes?

Witness replied that it took him about half-an-hour to get there. It was not quite half-an-hour, but he got there. The people were just about to get their breakfasts. He had smoked opium for some years. Among those he saw at Cheung Po's house smoking opium was the second prisoner. Witness stayed there until 12 o'clock. The second prisoner went away first. He was sure this was on the 3rd August, because he was there every day.

His Lordship—That is no reason why he should remember it was the 3rd of August.

Witness said he heard a good many days ago that the second prisoner had been arrested. He did not hear what he was arrested for, nor did he enquire, as it was a matter which did not concern him.

The prisoners were found guilty, and the first was sentenced to nine years' hard labour, and the second to seven years' hard labour, both to receive 20 strokes with the birch rod. Two of the prisoners' witnesses were sentenced to three months' hard labour for perjury.

REVIEWS.

The Siege of Ladysmith. By R. J. McHugh.

London, George Bell & Sons.

Mr. McHugh is one of the *Daily Telegraph's* correspondents in the South African War. He was shut up in Ladysmith with Sir George Buller during what he calls "all those 120 weary days," and few indeed are the points which escaped his attention. Hard was the lot of correspondents at times, for a watchful censor rigidly performed his duties upon their messages, and then the Kaffir runner would let himself be caught or return afraid. "But the most effective steppes of Press messages yet discovered," says Mr. McHugh on November 29th, "is Col. Mapleton, R.A.M.S., commanding the hospital camp at Intombi Spruit. It became a passion with the worthy doctor to make a collection of war correspondents' despatches. For nearly a fortnight he captured every message we sent out, and when he had got a whole bagful of them, and officers' and privates' letters that we had undertaken to try and send to Eetour or Maritzburg, he sent the entire lot back to the General." Doubtless the authorities did well to be careful, but the action chronicled above looks rather underhand and disingenuous. The reading public, however, has not been deprived of Mr. McHugh's writings, and they will be found well worth perusal even now, when Peking has so largely obliterated Ladysmith in the public memory.

My Diocese during the War. Extracts from the Diary of the Rt. Rev. ARTHUR BAYNES, D.D., Bishop of Natal. London, George Bell and Sons.

His book is published at the instance of Miss Baynes, sister of the Bishop of Natal, and in the interests of her brother's diocesan fund. The diary from which the extracts were taken was mainly written between the months of September and April last in Maritzburg and Frere Camp. The Bishop proves himself a very amiable and commonsense observer and chronicler, and the volume is interesting as a simple record of what an "outsider" could see of the struggle going on all around him. The facts the reader will often be quite familiar, but the author's way of putting them, far removed from the more technical and sophisticated styles of the war-correspondents, will make his book a not unwelcome variety in war-literature.

Where the Shoe Pinches. By Mrs. L. T. MEADE and CLIFFORD HALIFAX, M.D. London, George Bell & Sons.

Mrs. L. T. Meade has, it is a well-known fact, a wide circle of readers, whom her industry keeps supplied with the literature for which they ask. Our acquaintance with the lady's writings is not sufficient for us to judge what is her normal style. With regard, however, to *Where the Shoe Pinches*, we may safely say that we do not feel encouraged to extend that acquaintance. The stories in the book are supposed to be the experiences of a busy medical man among the poor of London—Dr. Halifax, we suppose, applying some of the necessary local and technical colour. The authors would apparently have us believe that the poor are usually beautiful and virtuous and talk distilled English. The few exceptions are less precise—but even then their language is less precise—but even then refrain from soiling the pages of Mrs. Meade and Dr. Halifax with any low expressions. We must figure well on the boards of the Adelphi Theatre, for they have no shadow of resemblance to living persons.

THE HONGKONG HOTEL COMPANY, LIMITED.

The following is the report of the board of directors to be presented at the ordinary meeting of shareholders to be held at noon on Tuesday, the 28th August.

Gentlemen,—In accordance with Section 56 of the Articles of Association, the Directors now beg to submit their Report for the half-year ended the 30th June, 1900.

ACCOUNTS.

The Profit on Working Account for the six months amounted to \$100,796.98, as compared with \$99,302.63 for the corresponding period of 1899, being an increase of \$1,494.35 for that half-year, and of \$29,739.38 for same period of 1898.

The Profit and Loss Account, including the sum of \$255.33 brought forward from 31st December, 1899, shows a credit balance of \$94,794.71, which your Directors propose to appropriate as follows:—

To pay a Dividend of 8 per cent. for the half-year, amounting to \$48,000.00
To set aside against repairs and renewals ... 20,000.00
To set aside against repairs and renewals ... 10,000.00
To transfer to Reserve Fund ... 15,000.00
To carry forward to New Account 1,794.71

\$94,794.71

The wear and tear, consequent on the increase in the Company's business, renders it necessary to make ample provision for depreciation in the furniture, which, moreover, owing to the general rise in prices for manufactured goods, can only be replaced at a higher figure.

The Company's business continues to progress satisfactorily, but in some departments want of space must necessarily check much further expansion.

DIRECTORS.

Messrs. W. Parfitt and R. C. Wilcox retire by rotation, but offer themselves for re-election.

AUDIT.

The accounts have been audited by Messrs. W. H. Potts and W. H. Gaskell, whose report is recommended.

R. CHATTERTON WILCOX, Chairman.

Hongkong, 20th August, 1900.

BALANCE SHEET, 30TH JUNE, 1900.

LIABILITIES.

Capital—100 shares at \$50 each (fully paid-up), 5,000,000.00

1,000 mortgage debentures, \$500,000.00

Accounts payable ... 225,000.00

Unclaimed dividends ... 18,607.74

Reserve fund ... 45,000.00

Profit and loss account ... 94,794.71

\$9,182,192.95

ASSETS.

Value of land and buildings as per last report ... \$ c.

Marine Lot No. 1, and remaining ... 8,372,945.60

Remaining portion of Marine Lot No. 7 ... 308,103.20

Praya Reclamation ... 22,131.02

Value of furniture and fixtures as per last report ... 158,434.73

Less written off, as recommended in last report ... 15,000.00

Since added ... 123,454.73

20,279.32

Shares in public companies ... 7,603.51

Stocks of wine, provisions, household sundries, coal and stationery ... 26,127.21

Licenses attaching to 31st December, 1900 ... 1,607.18

Fire insurance to 31st December, 1900 ... 11,862.85

Accounts receivable ... 18,100.00

Loans to ... 10,929.82

Hongkong and Shanghai Banking Corporation ... 3,811.00

Cash in hand ... 282.81

\$9,182,192.95

P. OFIT AND LOSS ACCOUNT FOR THE SIX MONTHS ENDING 30TH JUNE, 1900.

To balance brought forward ... \$ c.

To balance brought forward ... 2,944.50

To balance brought forward ... 6,750.00

To balance brought forward ... 3,200.00

To balance brought forward ... 1,262.85

To balance brought forward ... 484.80

To balance brought forward ... 933.24

To balance brought forward ... 10,000.00

To balance brought forward ... 20,000.00

To balance brought forward ... 48,000.00

To balance brought forward ... 15,000.00

To balance brought forward ... 1,794.71

By profit and loss account ... 94,794.71

\$10,586.11

REPAIRS AND RENEWALS ACCOUNT.

Dr.

To payments on account of repairs and renewals during the half-year ending 30th June, 1900 ... 7,076.53

By balance forward from 31st Dec., 1899 ... 8,706.53

By balance forward from 31st Dec., 1899 ... 6,143.35

By profit and loss account ... 933.24

\$7,076.53

BEWARE

of the Party offering imitations of MACNIVEN & CAMERON'S PENS.

They come as a boon and a blessing to men. The Potters, the Owl, and the Waverley Pen.

Sold at all Stations.

MACNIVEN & CAMERON, Ltd., Waterbury Works, Edinburgh.

1899-3

Hongkong, 16th August, 1900.

DAIRY OF THE CRISIS.

May 21.—Joint Note from the Ambassadors at Peking calling the attention of the Chinese Government to the Boxer troubles.

May 22.—Boxers burn station on the Lu-Han line.

May 23.—Boxers burn stations between Peking and Maotungfu. Belgian engineers and other refugees start from Peking to cut their way to Tientsin. Fengtai station and works burnt. Railway communication with Peking interrupted.

May 24.—Communication with Peking restored.

May 25.—Guards for Peking Legations commenced arriving at Tientsin.

May 26.—First detachment of guards go by rail to Peking in the afternoon from Tientsin.

June 1.—Supposed incendiary at Tientsin.

June 2.—Murder of Revs. Norman and Robinson. Paoingfu refugees reach Tientsin.

June 3.—Railway intercourse between Peking and Tientsin finally destroyed.

June 4.—Large allied force lands at Taku.

June 5.—Detailed message from Sir C. Macdonald to Consul Warren at Shanghai.

June 10.—Admiral Seymour starts with 800 allied troops for Peking. Telegraphic communication with Peking ceases.

June 11.—Murder of Japanese Chancellor at Peking.

June 13.—Baron von Ketteler, German Ambassador at Peking, murdered. Rioting at Yunnanfu.

June 14.—Fighting outside Austrian Legation at Peking. Admiral Seymour out off.

June 15.—Hinsang leaves Hongkong with 600 men from Hongkong Regiment and Asiatic Artillery. Chapels in Tientsin native city burnt.

June 16.—Terrible takes 300 Welsh Fusiliers and Engineers from Hongkong.

June 17.—Taku Forts attacked and captured by allied warships. Chinese bombardment of Tientsin begins.

June 19.—Admiral Seymour reaches a point 25 miles from Peking, but is compelled to retreat.

June 21.—Terrible reaches Tongku. First Legation (Austrian) at Peking captured by Kanu troops.

June 22.—Two attempts to relieve Tientsin fail.

June 23.—Successful third attempt to reach Tientsin. Chinese remain in force in the neighbourhood.

June 24.—All Legations at Peking destroyed except British, French, and German.

June 25.—First Indian transport starts for China.

June 26.—Admiral Seymour relieved and back in Tientsin.

June 29.—Message from Sir R. Hart reaches Tientsin.

July 1.—Condition of Peking reported desperate.

July 4.—Last letters to hand from Sir C. Macdonald and Mr. Conger written at Peking. 44 killed and 88 wounded at the Legation to date.

July 7.—Murder of all foreigners remaining at Paoingfu.

July 9.—Nerbudda, first transport, reaches Hongkong. Japanese capture Tientsin Arsenal.

July 11.—Heavy fighting at Tientsin.

July 14.—120 more Welsh Fusiliers leave Hongkong for North. Allies capture Tientsin native city with a loss of 775 men. General Yamaguchi leaves Japan for Taku.

July 15.—General Gascoigne reaches Hongkong.

July 16.—Reported armistice at Peking. 62 deaths at Legations to date.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zeland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HUGHES,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

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Chemists and Druggists, High-class Aera-
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Requisites, Queen's Road.

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Waters, Wines, Beers, Spirits, etc.

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Fine Art, Japanese and Chinese Curios,
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China Porcelain, Crochery Ware, 59a,
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WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

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SEE WOO,
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Every Household Requisite. Depot for
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Provision and General Merchants.

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Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING
COMPANY, Head Office, 62A, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

WOODS & CO.,
Doddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

B. HING,
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works. Amateurs' Requisites.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS.

M. MUMEYA, JAPANESE ARTIST,
Bromide and Cragon Enlargements. Work
done for Amateurs; 3a, Queen's Road, Cl.

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wanchai
Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

RATTAN FURNITURE

KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours; 18, Praya Central.

SILK GOODS DEALERS

DHUNAMAL CHELLARAM,
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguiar Street.

THE GLOBE (TEJUMULL PORUSING),
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish, Wines and
Manila Cigars; 12, D'Aguiar Street.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporters of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chandise, 144, Des Vaux Road.

MORE & SEIMUND,
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

AH-MEN, HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.

K. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 35, Queen's Road, Central.

TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hosiers, and Drapers, Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.

YEE-SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "Los FILIPINOS,"
Importers of the Best Manila Cigars; 25,
Fottinger Street.

KRUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Counaught House, Queen's Road.

VICTORIA CIGAR DEPOT,
1 and 2, Levee Street East. AGENTS FOR
W. KENNEDY & Co., 37, Calle San
Jacinto, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road,
and Calle Anfoegre, Manila.

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST,
Hongkong, 25th July, 1900. [2074]

RUINAET PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May 1895. [152]

怡生號
YEE SANG & CO.,
COAL MERCHANTS
Have always on hand
LARGE STOCKS EVERY DESCRI-
PTION OF COAL.
Address—Care of Messrs. KWONG SANG & Co.
No. 144, DES VEAUX ROAD. [22]

BOMBAY-BURMAH TRADING COR-
PORATION, LIMITED.
BANGKOK AND RANGOON.
TEAK SQUARES, PLANKS, BOARDS AND SCANT-
LINGS, PLANKS, TONGUES, AND GROOVED
BOARDS FOR FLOORING, CEILING, WALLING,
Etc. TEAK SHINGLES FOR ROOFING.
PINKADOE RAILWAY SLEEPERS for all
Gauges.
Rates Supplied and Orders Booked by
JARDINE, MATTHEWS & CO.,
Hongkong, 3rd May, 1895. [163]

SCIENTIFIC MISCELLANY.

SIMPLIFIED PHOTOGRAPHY—THE MOSQUITO-
MALARIA HUNTERS—THE LIGHT CURE—
A HEAT-RESISTING WALL—YET ANOTHER
SERUM—THE SOUTHERN LIGHTS—FOOD-
CONTROL OF GROWTH—A DOUBTED TRANS-
MUTATION—THE MOSQUITO'S LIFE-SPAN.

The "combined developer and fixer" of
Messrs. J. E. Thornton and C. F. S. Rockwell,
English photographic chemists, consists of some
such mixture as—15 grains of anhydrous sul-
phate of soda, 9 grains of caustic soda and 30
grains of anhydrous hypo, which are ground
and used with 9 grains of kachia. The whole
is made into a strong solution with sugar or
dextrine, and the sensitive plate is coated on the
back with this, a covering of paper or soluble
gelatine being then attached to protect the
chemical coating. On placing the plate in
water, the chemicals quickly dissolve, when
the covering can be removed and thrown away,
development and fixing being effected by the
solution. Photographic printing paper is simi-
larly prepared, a coating of waterproof varnish
being applied to the back before the developing
and fixing agent.

The spot in the Roman Campagna where
Drs. L. Sambon and G. C. Low are to remain
until October is described as the ideal home
both of malarial and of the species of mosquito
supposed to carry the infection. It is on the
edge of an undrained swamp two miles from
Ostia, at the side of a canal filled with water
plants, and within a stone's throw of a pine
forest. The investigators expect to pass the
daytime in experiments and among the few
fever-stricken people inhabiting the district.
Just before sunset they seal themselves up in
their hut until sunrise, and hope thus to avoid
mosquito bites and pass the season in health.

Phototherapy, or treatment of lupus and
other skin disease by the chemical rays of sun-
light or the electric arc, is now given at a spe-
cial department at the London Hospital. Expen-
sive apparatus have been presented by the
Princess of Wales, and nurses have been spe-
cially trained.

The latest bit of newspaper enterprise in a
scientific line is the London Journal's expedition
to Patagonia in search of the Mylodon, the
giant sloth lately supposed to be extinct.

Gypsum is a new fire-proof material, made of
plastic hydraulic lime mixed with coke, sand
and asbestos, the mixture being compressed into
bricks. In a recent test by British fire com-
missioners, a partition about 8 by 10 feet in size
was built of the bricks, laid in hydraulic mortar,
the exposed side being coated with a thin layer
of hydraulic clay. The fire was kept up for an
hour. The temperature rose to 305 deg. Fahr.,
yet the material was unaffected, and the surface
of the partition opposite the fire remained so cool
that matches held against it would not ignite,
even when that temperature was highest.

Antithyline, the serum used by Drs. Sapelier,
Thebaud and Broca for treating drunkenness,
is taken from a horse that has had alcohol mixed
with its food for a certain time. It is contended
that injections of this serum awaken reflex
acts that restore man's natural distaste for
alcohol. It is claimed that in the treatment of
57 drunkards, 32 were cured, and 9 were im-
proved, the failures being attributed to im-
regularities of treatment or unfavourable con-
ditions. As evidence that the successes were not
due to imagination, it is stated that the impres-
sionable patients gave the least favourable
results.

The aurora australis, as seen by Arctowski
on the recent trip of the *Belgica*, was strikingly
similar to the aurora borealis as witnessed by
Nordenskjöld about twenty years ago. The
phenomenon was observed 62 times, generally
between 7 p.m. and 2 a.m., with a maximum
intensity between 9 and 10 p.m. Its greatest
frequency was not during the months of polar
night, and the most brilliant displays were near
the equinoxes.

A novel idea for sportmen seems to be of
Portuguese origin. An electric lamp is placed
on the collar of the hunting dog, and this
frightens foxes and badgers from their burrows
when the dog enters.

An electric rack-railway, with a gauge of 40
inches, part of the track being raised 95 feet
above the towing path, is being tested with sat-
isfactory results on the Finow Canal between
Berlin and Stettin. The boats can be made
heavier than those drawn by horses.

Certain physiologists are being attracted by
the idea that growth depends largely upon diet
and exercise. A French writer, M. A. Pèrès,
calls attention to the experiments of Dr.
Springer, who, with a simple decoction of
cereals, has so influenced the rate of growth of

A HELPLESS CRIPPLE!

N. Bengert, of Norborne, says:—For nineteen
months I lay a helpless cripple from Rheumatism.
The weight of my body was reduced from 170 lbs.
to 130 lbs., a proof of the terrible pain I had to
endure. During all this time, I sought a cure, but
after using everything I heard of, such as
anesthetics, electricity, Turkish Baths, and above
all useless employing physicians, I considered
myself incurable, especially so, when the last
physician told me that he would not accept any
more money from me, as the case was beyond
the human grasp. At this time I noticed your
advertisement in one of the morning papers. I
ordered Little's Oriental Balm with very little
confidence, but I was surprised after using 2 to 3
bottles. I was greatly improved and the con-
tinued use of your wonderful remedy cured me,
with the help of God, of Rheumatism.
For my part I shall do all in my power to
spread its merits.
Agents for Hongkong—THE VICTORIA
DISPENSARY, LD. 1888-1

animals and children that he believes he can
make giants of them when their organization
is favourable. It is recorded that the celebrated
Bishop Berkeley, probably through spitable
food, deliberately caused an orphan boy to grow
to a height of eight feet two inches at sixteen.
Moist foods and such drinks as tea and milk
tend to increase of stature, while dry and spiced
foods, and especially alcohol, tend to retard
growth. This explains why the people of
northern Europe are so much taller than those
of the south. Too great size, however, does not
appear to be desirable, as this is likely to bring
diminished activity, increased liability to disease,
and early death.

Arsenic obtained eight years ago from the
action of ammonia gas on phosphorus was sup-
posed to have been an impurity of the phos-
phorus. The astonishing announcement is now
made by Prof. F. Fittica that arsenic is not an
element, but is a nitrous acid compound of phos-
phorus. It has been produced synthetically
from phosphorus. Amorphous phosphorus—
free from arsenic—was heated with finely pow-
dered ammonium nitrate, the resulting mass
being cooled, dissolved in water and treated
with hydrogen sulphide, and the yellow pre-
cipitate being then dissolved in ammonium
carbonate, and treated with hydrochloric acid.
The arsenic sulphide precipitated is recognized
by the usual tests.

The ordinary full life term of the mosquito
is placed by Mr. W. R. Colledge at three months,
specimens having been kept in captivity for
eighty or ninety days. When kerosene cannot
be conveniently applied to their breeding pools,
the introduction of a few minnows will lead to
speedy destruction of larvae and pupae.

Tuberculosis caused 12,314 of the 46,798
deaths in Paris in 1899, or more than one-
fourth, and three-fifths of all the deaths between
the ages of 20 and 40 were due to this cause.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I. A.B.C. Societies and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 80 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 68 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [1619]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER
is obtained by the Water Boats, as FOUL
WATER is the cause of much Sickness on Board
Ship.
We are the ONLY WATER BOAT COMPANY
in HONGKONG EXCLUSIVELY supplying
FILTERED WATER.
CALL FLAG W.
J. W. KEW & CO.,
STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1895. [1763]

PORTLAND CEMENT

J. B. WHITE & BROS
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. 1765

PROFESSIONAL NOTICE.

DENTON E. PETERSON,
DOCTOR OF DENTAL SURGERY,
10, DES VEAUX ROAD, CENTRAL.

DR. PETERSON wishes to announce that
he has RESUMED his DENTAL
PRACTICE in South China and may be
consulted at his New Office—
10, DES VEAUX ROAD, CENTRAL 1st Floor.
Hours 10 A.M. to NOON, 2 to 5 P.M.
Hongkong, 28th July, 1900. [2097]

"KEATING'S POWDER."
"KEATING'S POWDER."
"KEATING'S POWDER."
"KEATING'S POWDER."
"KEATING'S POWDER."

BUGS,
FLEAS,
MOTHS,
BEETLES,
MOSQUITOES,
BUGS,
FLEAS,
MOTHS,
BEETLES,
MOSQUITOES.

HARMLESS TO ANIMALS.
HARMLESS TO ANIMALS.
HARMLESS TO ANIMALS.
HARMLESS TO ANIMALS.
HARMLESS TO ANIMALS.

"KEATING'S WORM TABLETS."
"KEATING'S WORM TABLETS."
"KEATING'S WORM TABLETS."
"KEATING'S WORM TABLETS."
"KEATING'S WORM TABLETS."
A PURELY VEGETABLE SWEETMEAT, both
in appearance and taste, furnishing a most agree-
able method of administering the only certain
remedy for INTERNAL or THREAD WORMS.
It is a perfectly safe and mild preparation, and is
especially adapted for Children. Sold in Bottles,
by all Druggists.
Proprietor, THOMAS KEATING, London. 1404

anoline
Natural Toilet Preparations.
Toilet 'Anoline' is collapsible tubes.
Makes rough skin smooth, and protects delicate
complexions from wind and sun.
'Anoline' Toilet Soap
Never irritates; cleanses and keeps the skin supple.
Wholesale Depot—57, HOLBORN VIADUCT, LONDON.

Ideal Milk
Superior
Enriched 20 per cent. with Cream.
STERILIZED—NOT SWEETENED.
Unsweetened Milk.
For Fresh Milk.

SANITARY BOARD.

OWNERS of HOUSES situated in the
Eastern Division of the City of Victoria
and in the Eastern Division of Kowloon who
have not had their premises LIMEWASHED
and CLEANSED in accordance with Law, are
reminded that the period during which the
work should be finished ends on the 31st day of
August, 1900, and the Sanitary Board being
convinced of cleanliness in its efforts to stamp
out plague, is determined to rigorously prosecute
any owner in default after the above named
date.

The Eastern Division of the City lies to the
East of Garden Road. The Eastern Division
of Kowloon is all that Part of the Kowloon
Peninsula to the East of Robinson Road, and
includes Hung Hom and Part of Tsim Sha
Tui.

G. A. WOODCOCK,
Acting Secretary.
Hongkong, 1st August, 1900. [2122]

GOVERNMENT OF BRITISH NORTH
BOERNEO.

GOVERNMENT OF LABUAN.
REVENUE FARMS FOR 1901.

TENDERS will be received by the Govern-
ment Secretary, Sandakan, on or before
the 15th November, 1900, for the following
REVENUE FARMS for 1901, or for periods
of 2 or 3 years.
Only Farms.
SPIRIT LICENSE FARMS.
PAWNBROKING FARMS.
CUSTOMS FARMS (North Borneo only).
GAMBLING RESTRICTION FARMS (North
Borneo only).
For particulars, apply to—
Messrs. GIBB, LIVINGSTON & CO.
Hongkong, 11th July, 1900. [1953]

THE NEW FRENCH REMEDY
THERAPION

This successful and highly popular remedy, as
employed in the Continental Hospitals by Ricord,
Borstan, Jobert, Velpeau and others, combines all
the desiderata to be sought in a medicine of the
kind and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
effectually superseding injections, the use of
which does irreparable harm by lacerating the
tissue of the prostate and other serious diseases.
In dysentery, piles, irritation of the lower bowel,
cough, bronchitis, asthma, and some of the more
trying complaints of this kind, it will be found
astoundingly efficacious, affording prompt relief
where other well-tried remedies have been power-
less.

THERAPION No. 2, for impurity of the blood,
scoury, pimples, spots, blotches, rashes and swell-
ings of the joints, secondary symptoms, disease
of the bones, sore throat, and all diseases for
which it has been too much a fashion to employ
mercury, sanaparilla, &c., to the destruction of
the sufferer's teeth and ruin of health. This pre-
paration purifies the whole system through the
blood, and thoroughly eliminates every poisonous
matter from the body.

THERAPION No. 3, for nervous exhaustion,
waste of vitality, and all the distressing conse-
quences arising from early error, excess, residence
in hot unhealthy climates, &c. It possesses sur-
prising power in restoring strength and vigour to
the debilitated.

THERAPION may be procured at 2/6 and 4/0
per package, of the principal Chemists and Mer-
chants throughout the world. In ordering, the
purchaser should state which of the three numbers
he requires, and observe that the word "THERA-
PION" appears on the Government Stamp (in
white letters on a red ground) affixed to every
genuine package, by order of Her Majesty's Hon.
Commissioners, and without which is a forgery.
Sold by A. S. WATSON & CO., LIMITED,
Hongkong, China, and Manila. [2232]

**THE OLDEST
THE BEST
THE CHEAPEST**
Belt in the World
GANDY'S
Every Belt guaranteed
& stamped every foot
GANDY'S
no other belt is genuine
WORKS SEACOMBE
CHESHIRE
SOLE AGENTS
LUTGENS, EINSTAMANN & CO.
HONGKONG.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG, AND
SINGAPORE.

THE Steamship

"ABRATON APCAR,"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once.

Cargo remaining on board after 2 P.M. of the
23rd inst. will be landed at Consignees' risk
and expense into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside; such Cargo impeding the discharge
of the vessel will be landed and stored at
Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 20th August, 1900. [2244]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and God-
down Company's Godowns at Kowloon, where
such consignments will be sorted out Mark by
Mark and delivery can be obtained as soon as
the goods are landed.

This vessel brings on Cargo—
From London, ex s.s. *Victoria* and *Sobraon*.
From Malta, ex s.s. *Sumatra*.
From Australia, ex s.s. *Britannia*.
From Persian Gulf, ex s.s. *Khandalla* and
Pach

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORTS OF CALL	CHUSAN	Brit. str.	—	C. T. Denny, R.N.R.	P. & O. S. N. Co.	On 1st Sept. at Noon.
LONDON via SUEZ CANAL	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 6th Sept.
LONDON via SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th Sept.
LIVERPOOL DIRECT	LEON	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 18th Sept.
BREMEN, via PORTS OF CALL	WEIMAR	Ger. str.	—	E. Prohn	MELCHERS & CO.	On 18th Sept.
MARSEILLES & LONDON	BANGA	Brit. str.	—	G. W. Babet	P. & O. S. N. Co.	On 18th Sept.
MARSEILLES &c, via PORTS OF CALL	ERNEST SIMONS	Brit. str.	—	Durando	MESSAGERIES MARITIMES	On 18th Sept.
MARSEILLES & LONDON via MANILA	TEENKAI	Brit. str.	—	Davies	JARDINE, MATHESON & CO.	On 18th Sept.
MARSEILLES, LONDON & ANTWERP, S. POPE, &c	KANAGAWA MARU	Jap. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
HAYRE & HAMBURG	SIRIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 21st Sept.
HAYRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th Sept.
HAYRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schuler	CARLOWITZ & CO.	On or about 20th Oct.
HAYRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 31st Oct.
NEW YORK via SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 24th inst.
NEW YORK via SUEZ CANAL	INDRAVELLI	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 15th Sept.
NEW YORK via SUEZ CANAL	GLENEK	Brit. str.	—	J. Truett	DODWELL & CO. LIMITED	On 8th Sept.
VICTORIA, B.C. &c, via SHANGHAI, &c	OLYMPIA	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
VANCOUVER, via SHANGHAI, &c	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 28th inst.
PORTLAND, OREGON, &c	BRAMMAR	Brit. str.	—	W. Watt	DODWELL & CO. LIMITED	On 28th inst.
SAN FRANCISCO via SHANGHAI, &c	AMERICA MARU	Jap. str.	—	St. John George	TOYO KISEN KAISHA	On 11th Sept. at Noon.
SAN FRANCISCO via MOUL, &c	CITY OF R. DE JANEIRO	Brit. str.	—	Anderson	PACIFIC MAIL S. S. CO.	On 25th inst. at Noon.
SAN FRANCISCO via AMOY, &c	COPTIC	Brit. str.	—	E. Wilson Haswell	O. & O. S. S. Co.	On 1st Sept. at Noon.
SAN DIEGO, &c, via SHANGHAI, &c	BEIJIAN KING	Brit. str.	—	St. John George	BUTTERFIELD & SWIRE	On or about 15th Sept.
AUSTRALIAN PORTS	TRINAN	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 24th inst.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	E. Wilson Haswell	NIPPON YUSEN KAISHA	On 24th inst. at 4 p.m.
AUSTRALIAN PORTS	ATLIE	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 5th Sept. at Noon.
GERMAN COLONIAL & AUSTRALIAN PORTS	MCNCHEN	Ger. str.	—	C. H. S. Toque, R.N.R.	MELCHERS & CO.	On or about 1st Sept.
YOKOHAMA, via NAGASAKI & KOBE	ROHILLA	Brit. str.	—	T. K. Davies	P. & O. S. N. Co.	On or about 1st Sept.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	J. Thon	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	FUTAMI MARU	Jap. str.	—	E. G. Andrews	P. & O. S. N. Co.	On or about 24th inst.
SHANGHAI & JAPAN	MALACCA	Brit. str.	—	E. Street	P. & O. S. N. Co.	On or about 31st inst.
SHANGHAI	CLYDE	Brit. str.	—	H. Kirchner	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PREUSSEN	Ger. str.	—	S. Asumi	MITSUBI BUSSAN KAISHA	On 26th inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	H. Nagata	NIPPON YUSEN KAISHA	On 24th inst. at 4 p.m.
SWATOW, AMOY & TAIWANFOO	TAMAU MARU	Jap. str.	—	E. W. Haswell	BUTTERFIELD & SWIRE	On 24th inst.
MANILA	TRINAN	Brit. str.	—	Anderson	SHEWAN, TOMES & CO.	On 28th inst. at 5 p.m.
MANILA	DIAMANTE	Brit. str.	—	A. Ramsay	BUTTERFIELD & SWIRE	On 29th inst. at 4 p.m.
CEBU & ILOILO	KAIFONG	Brit. str.	—	Pennafather	BUTTERFIELD & SWIRE	On 29th inst. at 4 p.m.

SHIPPING.

ARRIVALS.
 Aug. 20, SAXONIA, German str., 3,326, Jager, Singapore 14th August, General.—SIEMSEN & CO.
 Aug. 21, EMPRESS OF INDIA, British str., 3,003, O. P. Marshall, Vancouver 30th July, and Shanghai 18th August, Mails and General.—C. P. R. Co.
 Aug. 21, HESICHT, British str., 1,135, Klopfer, Shanghai 18th Aug., General.—CHINESE.
 Aug. 21, NEVADA, British transport, 2,993, G. Jacobs, Taku 14th August.
 Aug. 21, HERMES, Norw. str., 849, Jensen, Canton 20th Aug., General.—JARDINE, MATHESON & CO.
 Aug. 21, KASUGA MARU, Japanese str., 2,268, Haswell, Yokohama 24th August, General.—NIPPON YUSEN KAISHA.
 Aug. 21, TEENKAI, British str., 3,016, Davies, Moji 15th August, General.—JARDINE, MATHESON & CO.

CLEARANCE.

At the Harbour Master's Office.
 21st August.
 Banca, British str., for Singapore.

DEPARTURES.

Aug. 21, VOLUNT, British str., for Palambang.
 Aug. 21, UOANDA, British transport, for Calcutta.

VESSELS IN DOCK.

At the Harbour Master's Office.
 U.S.S. Monterey, Argus, U.S.S. Iris, Taiwan, Pennsylvania, Amara, On-sang.
 COSMOPOLITAN DOCK.—Nanshan, Sheffield.

VESSELS ON THE BERTH.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain S. Asumi, will be despatched for the above ports TO-MORROW, the 23rd inst., at DAYLIGHT.

FOR FREIGHT OR PASSAGE, APPLY TO THE MITSUBI BUSSAN KAISHA.

Agents.
 Hongkong, 21st August, 1900. 1443

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA MANILA.

THE Company's Steamship

"TEENKAI."

Davies, Commander, will be despatched as above TO-MORROW, the 23rd inst.

FOR FREIGHT, &c, APPLY TO JARDINE, MATHESON & CO.,

Agents.
 Hongkong, 18th August, 1900. [217]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched as above on FRIDAY, the 24th inst.

THE attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE,

Agents.
 Hongkong, 18th August, 1900. [2102]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched on FRIDAY, the 24th inst.

THE attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents.
 Hongkong, 18th August, 1900. [2103]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched on FRIDAY, the 24th inst.

THE attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents.
 Hongkong, 18th August, 1900. [2103]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN."

OF THE NORDDEUTSCHER LLOYD.
 Captain H. Kirchner, due here with the outward German Mail about the 21st August, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.
 Hongkong, 18th August, 1900. [8]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"KASUGA MARU"

(3,800 tons gross, Captain E. W. Haswell), will be despatched for the above port on FRIDAY, the 24th inst., at 4 p.m.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 15th August, 1900. [2218]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI."

Captain W. E. Craven, will be despatched as above on or about the 24th August.

For Freight, apply to JARDINE, MATHESON & CO.,

Agents.
 Hongkong, 20th July, 1900. [2026]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE"

will be despatched for the above port on or about the 25th August, and will be followed by the Steamship

"AFRIDI"

on or about the 3rd September, and the Steamship

"MARIA DE LARRINAGA."

For Freight, apply to DODWELL & CO., LD.,

Agents.
 Hongkong, 15th August, 1900. [2054]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"TAMAU MARU."

Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 26th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA,

Agents.
 Hongkong, 20th August, 1900. [15]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AIRLIE."

Captain St. John George, will be despatched for the above ports on THURSDAY, the 6th prox., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a fully qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Agents.
 Hongkong, 17th August, 1900. [2235]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"TAMAU MARU."

Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 26th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA,

Agents.
 Hongkong, 20th August, 1900. [15]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

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N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Agents.
 Hongkong, 17th August, 1900. [2235]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND BANCA	—	4 p.m., 22nd August	Freight.
LONDON	G. W. Babet	—	—
SHANGHAI and MALACCA	—	About 24th August	Freight or Passage.
JAPAN	E. G. Andrews	—	—
SHANGHAI	CLYDE	About 31st August	Freight or Passage.
LONDON &c	CHUSAN	Noon, 1st Sept.	See Special Advertisement.
YOKOHAMA via NAHOMILLA	C. T. Denny, R.N.R.	Sept.	(Passing through the Inland Sea.) Freight or Passage.
GASAKI & KOBE	C. H. S. Toque, R.N.R.	Sept.	(Passing through the Inland Sea.) Freight or Passage.
LONDON	JAVA	About 6th September	Freight or Passage.

Hongkong, 18th August, 1900.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU	KOBE and YOKOHAMA	WEDNESDAY, 22nd Aug. at 4 p.m.
T. K. Davies	—	—
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 24th Aug. at DAYLIGHT.
J. MacKenzie	—	—
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	FRIDAY, 24th Aug. at 4 p.m.
E. Wilson Haswell	—	—
FUTAMI MARU	NAGASAKI, KOBE and YOKOHAMA	SAURDAY, 25th Aug. at NOON.
J. Thon	—	—
ROJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, KOBE and YOKOHAMA	SAURDAY, 25th Aug. at NOON.
J. W. Ekstrand	—	—

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c, apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA, Manager.

Hongkong, 20th August, 1900. [12]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

* EMPRESS OF INDIA. Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900

* EMPRESS OF JAPAN. Comdr. G. E. O. A. Lee, R.N.R. WEDNESDAY, 26th Sept., 1900

* EMPRESS OF CHINA. Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great

VESSELS ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at NOON.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 25th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 6th August, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BELGIAN KING" 3,979 Tons, about 15th Sept.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO, via SHANGHAI, MOJO, KOBÉ, YOKOHAMA and HONOLULU, about the 15th September.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time; all parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 15th August, 1900. [14]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK" will be despatched for the above port on or about 15th September, 1900.
To be followed by Steamship "ANAPA" about 15th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents,
Hongkong, 20th August, 1900. [2238]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAYRE, BORDEAUX. PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th August, 1900, at 1 P.M. the Company's Steamship "ERNEST SIMONS," Captain Darrande, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call. WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 26th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 14th August, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG,"

Captain Pennafather, will be despatched on WEDNESDAY, the 29th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th August, 1900. [2238]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

THE Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th September, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 17th August, 1900. [5]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LYNCH'S STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORT every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan,
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at NOON.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at NOON.

DORIS (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 1st September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embark at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 7th August, 1900. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN,"

Captain C. T. Denay, R.N., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 1st September, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 20th August, 1900. [1]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at LONDON Rates.

THE Company's Steamship

"IXION,"

Captain Robinson, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th August, 1900. [2181]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

J. P. HITCHCOCK, Amr. ship, Gates—Stoussen & Co.

NORWOOD, British ship, Thos. Roy—Order.

PETER RICKMERS, German ship, Scholer—Arnold, Karberg & Co.

HONGKONG STEAMERS.

Amara, British str., 1,566, Matlock, Aug. 12.

Jardine, Matheson & Co.
Anapa, British str., 2,251, Williams, Aug. 14.
Doddwell & Co., Limited.
Amping Maru, Jap. str., 1,075, Sato, Aug. 20.
Mitsui Bussan Kaisha.
Aperuade, German str., 611, Lorenzen, Aug. 19.
Order.
Arratoon Apear, British str., 2,879, Stewart, Aug. 20.
David Sassoon Sons & Co.
Banco, British steamer, 3,998, Babot, Aug. 18.
Order.
Banglo, British str., 1,346, Thomson, Aug. 14.
Gibb, Livingston & Co.
Banoli, British str., 1,494, Farquhar, Aug. 13.
Gibb, Livingston & Co.
City of Rio de Janeiro, Amr. str., 2,275, Ward, Aug. 18.
P. M. S. S. Co.
Crown of Arragon, Brit. str., 1,474, Dorward, Aug. 12.
Gibb & Co.
Declina, German str., 794, Christiansen, Aug. 19.
Sander, Wiler & Co.

Empress of India, British str., 3,033, Marshall, Aug. 21.

C. P. E. Co.
Fusion, British str., 1,503, Lunt, Aug. 13.
Order.

Hailong, British str., 783, Bathurst, Aug. 13.
Admiralty.

Hating, French steamer, 750, Bast, Aug. 20.
R. Marty.

Hermas, Norwegian str., 849, Jonsson, Aug. 16.
Jardine, Matheson & Co.

Heinrich, British str., 1,135, Klopfer, Aug. 21.
Chines.

Hue, French steamer, 704, Godin, Aug. 18.
A. R. Marty.

Kusuga Maru, Jap. str., 2,268, Haswell, Aug. 21.
Nippon Yusen Kaisha.

Kingsing, British str., 1,223, Young, Aug. 14.
Jardine, Matheson & Co.

Kiunkiang, British str., 1,240, Arnold, Aug. 14.
Butterfield & Swire.

Maclach, British str., 4,276, Hannah, Aug. 18.
Butterfield & Swire.

Michael Jensen, Ger. str., 710, Jessen, Aug. 17.
Jensen & Co.

Mongkut, German str., 815, Kampel, Aug. 9.
Butterfield & Swire.

Nanchang, British str., 1,930, Finlayson, Aug. 19.
Butterfield & Swire.

Onsang, British steamer, 1,787, Young, Aug. 9.
Jardine, Matheson & Co.

Paidio, British str., 1,248, Williams, Aug. 20.
Butterfield & Swire.

Quarta, German str., 1,146, Johansson, Aug. 11.
Sander, Wiler & Co.

Riojun Maru, Jap. str., 3,615, Eckstrand, Aug. 15.
Nippon Yusen Kaisha.

Saxonia, German str., 3,326, Jager, Aug. 20.
Siemens & Co.

Taiyuan, British str., 2,060, Nelson, Aug. 14.
Butterfield & Swire.

Teenzai, British str., 3,016, Davies, Aug. 21.
Jardine, Matheson & Co.

Thales, British str., 820, Pasanoro, Aug. 20.
Douglas Lauprak & Co.

Tiger, Norwegian str., 2,116, Wold, Aug. 18.
Mitsui Bussan Kaisha.

Tsuan, British str., 1,459, Anderson, Aug. 3.
Butterfield & Swire.

Wongkoi, German str., 1,113, Pigot, Aug. 13.
Butterfield & Swire.

Zweena, British str., 941, Nesbitt, Aug. 13.
Chines.

SAILING VESSELS.

Carmanian, British ship, 1,772, Bann, July 9.

Standard Oil Co.

Esmeralda, British str., 130, Harrison, April 14.

Jardine, Matheson & Co.

J. P. Hitchcock, American ship, 2,100, Gates, July 2.

Siemens & Co.

Manuel Lingman, Amr. ship, 1,650, Small, Aug. 6.

Standard Oil Co.

Norwood, British ship, 1,598, Roy, July 31.

Order.

Peter Rickmers, Ger. str., 2,751, Scholer, Aug. 11.

Standard Oil Co.

Sachem, Amr. bark, 1,267, Nickles, July 13.

Standard Oil Co.

Saranne, Amr. bark, 858, Bartaly, Aug. 15.

Standard Oil Co.

Sierra Estrella, British ship, 1,397, Farmer, July 8.

Standard Oil Co., Limited.

Stauffer, British bark, 662, Wilson, June 22.

Order.

Tam O Shunter, Amr. ship, 1,432, Ballard, May 10.

Standard Oil Co.

Westgate, British ship, 1,830, Neville, Aug. 9.

Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 2,000 h.p., Comdr. C. G. F. M. Cradock, at Shanghai.

Algerine, sloop, 6 guns, 1,100 h.p., Comdr. R. H. Johnston, at Taku.

Argonaut, British battleship, 11,000, Capt. G. H. Cherry, R.N., at Hongkong.

Aurora, cruiser, 12 guns, 8,500 h.p., Capt. E. H. Bayly, at Newchwang.

Battleur, battle-ship, 14 guns, 9,000 h.p., Capt. G. I. S. Warrender, at Taku.

Bonaventure, cruiser, 10 guns, 7,000 h.p., Capt. J. C. Sawle, at Shanghai.

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Singapore.

Centurion, gun-ship, 14 guns, 9,000 h.p., Capt. J. B. Jellicoe, at Shanghai.

Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. W. W. Ingham, at Shanghai.

Dido, cruiser, 2nd class, Capt. P. P. Tillard, at Weihaiwei.

Endymion, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.

Esk, gun-boat, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Shanghai.

POST OFFICE NOTICES.

The *Princess*, with the German Mail of the 23rd July, left Singapore on Thursday, the 16th instant, at 11 a.m., and may be expected here to-day.

The *Coptic*, with the American mail, dated 26th ult., left Yokohama on Tuesday, the 14th inst., at daylight, and may be expected here to-day.

The *America*, with the American Mail of the 3rd inst., will leave Yokohama on Thursday, the 23rd inst., at daylight, and may be expected here on or about Friday, the 31st inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Shanghai	Fuzhou	Wednesday, 22nd, 11.00 A.M.
Singapore	Batavia	Wednesday, 22nd, 3.00 P.M.
Swatow, Amoy and Ningbo	Amoy	Thursday, 23rd, 9.00 A.M.
Bangkok	Hongkong	Thursday, 23rd, 9.00 A.M.
Quangchow, Hoihow, Pakhoi, and Haiphong	Hue	Thursday, 23rd, 9.00 A.M.
Europe, &c., India via Tutuoria	Weimar	Thursday, 23rd, 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
Singapore, Penang, and Colombo	Kanagawa Maru	Friday, 24th, 11.00 A.M.
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Tokyo	Friday, 24th, 3.00 P.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Kanagawa Maru	Friday, 24th, 3.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria (B.C.) and Seattle, U.S.A.	Riojun Maru	Saturday, 25th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	C. of R. de Janeiro	Saturday, 25th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents.)		
Europe, &c., India via Tutuoria	Ernest Simon	Monday, 27th, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
Moji, Kobe, Yokohama, and Portland, Or.	Braemar	Tuesday, 28th, 11.00 A.M.
Manila	Diamond	Tuesday, 28th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER	Empress of India	Wednesday, 29th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents.)		
Europe, &c., India via Tutuoria	Charm	Saturday, 1st Sept., 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents.)		

TO-MORROW.

Sale, Property, Yammat, Messrs. Hughes and Hough, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

Tuesday, 21st August.

ON LONDON.—	Telegraphic Transfer	2/0
	Bank Bills, on demand	2/0
	Bank Bills, at 30 days sight	2/0
	Bank Bills, at 4 months sight	2/0
	Credits, at 4 months sight	2/0
	Documentary Bills, 4 months sight	2/0
ON PARIS.—	Bank Bills, on demand	2.54
	Credits, at 4 months sight	2.50
ON GERMANY.—	On demand	2.07
ON NEW YORK.—	Bank Bills, on demand	49
	Credits, 60 days sight	50
ON BOMBAY.—	Telegraphic Transfer	151
	Bank, on demand	151
ON CALCUTTA.—	Telegraphic Transfer	151
	Bank, on demand	151
ON SHANGHAI.—	Bank, at sight	71
	Private, 30 days sight	72
ON YOKOHAMA.—	On demand	1 p.c.m.
ON MANILA.—	On demand	2 p.c.m.
ON SINGAPORE.—	On demand	1 p.c.m.
ON BATAVIA.—	On demand	121
ON HAIPHONG.—	On demand	3 p.c.m.
ON SAIGON.—	On demand	3 p.c.m.
ON BANGKOK.—	On demand	60
SOVEREIGNS, Bank's Buying Rate		9.83
GOLD LEAF, 100 fine, per tael		31.75
BAR SILVER, per oz		28

OPIUM.

Quotations are—Allow's not to 1 catty.

Malwa New	\$880	to \$890 per picul.
Malwa Old	\$890	to \$910
Malwa Older	\$890	to \$940
P. P. per wrapped	\$870	to "
Persian fine quality	\$910	to "
Persian extra fine	\$950	to "
Paina New	\$870	to per chest.
Paina Old	\$1,020	to "
Barnes New	\$885	to "
Barnes Old	\$	to "

VESSELS EXPECTED.

THE AMERICAN MAIL.
The O. & O. steamer *Coptic*, with mails, &c., from San Francisco to the 26th ult., via Honolulu, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanghai on Tuesday morning, the 14th inst.

The T. K. K. steamer *America* Maru, with mails, &c., from San Francisco to the 3rd inst., via Honolulu, has arrived at Yokohama, and will leave for this port on Thursday, 23rd inst., at daylight.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 11th inst.

The N. P. steamer *Braemar* has arrived at Yokohama, and sailed for this port on the 13th inst.

The N. P. steamer *Gimble* sailed from Tacoma for Japan and Hongkong on the 5th inst.

The N. Y. K. steamer *Kanagawa Maru* (European Line), left Shimoda on Saturday, the 18th inst., and is expected to arrive in Hongkong on Wednesday, the 22nd inst.

The P. & O. steamer *Medea* left Singapore for this port on the 17th inst., at 5 p.m.

The Indo-China steamer *Chelydra*, from Calcutta and St. Paul, left Singapore for this port on Friday, the 17th inst.

The O. S. S. steamer *Alcinous* left Singapore on the 10th inst., and is due in Hongkong on 24th inst.

PASSED THE CANAL.

OUTWARD.—3rd July.—*Raffae, Menzies, Larriaga*, 10th July.—*Carnarvonshire*, 13th July.—*Bergenhuis, Odesa, Kawachi Maru, Rokeby*, 24th July.—*Astoria, Mogul, Radnorshire, Yaroslavl*, 27th June.—*Bingo Maru, Malacca, Lady Jocely, Eze*, 31st July.—*Morven*, 3rd August.—*Kara, Salazie, Mirguis, Pacquhem, Tauba Maru, Olimpo*, 7th August.—*Giella, Recina, Cantonriver, Flores, Hostidho*, 10th August.—*Benoitrich, Glogyle, Serbia, Sanuki Maru, Dresden, Halle*, 14th August.—*Conna, Masagon, Hamburg, Aachen, Charles Roger, Moskva, Neutung, Rhein, Savardin, Strassburg*, 17th August.—*Benader, Adria, Palatrus, Tieslin, H. H. Meier, Phoenix*, 19th August.

HOMEWARD.—20th July.—*Dionad*, 24th July.—*Spectra*, 10th August.—*Idalus, Ulysses*, 14th August.—*Kamukura Maru, Blitrickdale, Monelaus, Sydney*.

PASSENGERS.

Per *Empress of India*, for Hongkong, from Vancouver, Messrs. G. C. Vanderkelt, O. Evans and Capt. des Vaux; from Yokohama, Mr. and Mrs. G. A. Caldwell, 2 children and maid, Mr. and Mrs. Longuet; from Shanghai, Mr. and Mrs. A. C. Davis and infant, Mr. A. Heiman, Mrs. Dallas and Mrs. Lay.

CARMICHAEL & BARLOW, CONSULTING ENGINEERS, SURVEYORS AND CONTRACTORS, QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTIE," Hongkong. Telephone, 232.

H. F. CARMICHAEL, H. J. BARLOW, Hongkong, 1st June, 1899. 1637

SHOOTING SEASON, 1900.

JEFFERY & Co.'s 12 BORE GUNS in Case, with Implements Complete, from \$100.

SCHULTZ SPORTING CARTRIDGES.

ELEY'S CARTRIDGE CASES, WADES, &c.

CARTRIDGE BAGS AND BELTS.

WATER FLASKS and every kind of SPORTING REQUISITE.

Wm. SCHMIDT & CO. Hongkong, 21st August, 1900. 1213

FOR SALE.

FIFTY YEARS OF PROGRESS.

THE JUBILEE OF HONGKONG.

BRITISH CROWN COLONY, BEING AN HISTORICAL SKETCH TO WHICH IS ADDED AN ACCOUNT OF THE CELEBRATIONS OF THE 21st to 24th JANUARY, 1891, AND A DESCRIPTION OF THE INDUSTRIES OF THE COLONY. Royal 8vo, 48 pages. Price 5s. Cash.

The Booksellers or Daily Press Office, Hongkong, 27th January, 1891. 57

BEKANNTMACHUNG.

DIE EINTRAGUNGEN in das Handelsregister sowie anderweitige Bekanntmachungen des Kaiserlichen Konsulats werden am 19ten 1900 durch die Zeitungen "DEZ OBERAUSWERTIGER LLOYD" in Shanghai und "THE HONGKONG DAILY PRESS" in Hongkong veröffentlicht werden.

Canton den 27. December, 1899.

DER VERWERTER DES KAISERLICHEN KONSULATS, ZIMMERMANN.

201

JOINT STOCK SHARES.

HONGKONG, 18th August.

STOCKS.	No. OF SHARES.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125
Bank of China & Japan, Ltd.	100,875	28	28
Do. Deferred	1,250	21	21
National Bank of China, Ltd.	10,970 A	210	210
Do. Founders' Shares	20,935 B	210	210
MARINE INSURANCES.			
Union Ins. Society, Ltd.	10,000	\$250	\$250
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83.33
North China Ins. Co., Ltd.	5,000	225	225
Yangtze Ins. Assocn., Ltd.	8,000	\$100	\$100
Canton Ins. Office, Ltd.	10,000	\$250	\$250
Straits Insurance Co., Ltd.	30,000	\$100	\$100
FIRE INSURANCES.			
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250
China Fire Ins. Co., Ltd.	20,000	\$100	\$100
SHIPPING.			
Hongkong, Canton and Macao S. S. Co., Ltd.	80,000	\$15	\$15
Indo-China S. S. Co., Ltd.	60,000	210	210
China & Manila S. S. Co., Ltd.	5,000	\$50	\$50
Douglas Steamship Co., Ltd.	20,000	\$50	\$50
China Mutual S. S. Co., Ltd.	20,000	210	210
Limited, Preference	20,000	210	210
Do. Ordinary	20,000	210	210
Do. do	20,000	210	210
Star Ferry Co., Limited	10,000	\$10	\$10
Shell Transport & Trading Co., Limited	18,000	2100	2100
REFINERIES.			
China Sugar Refining Company, Limited	20,000	\$100	\$100
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100
Mining.			
Punjab Mining Co., Ltd.	50,000	\$8	\$8
Do. Preference	80,000	\$1	\$1
Société Fran. des Charbonnages du Tonkin	10,000	Fr.250	Fr.250
Queens Mines, Limited	400,000	25 cts.	25 cts.
Jelebu Mining and Trading Company, Ltd.	45,000	\$5	\$5
Raub Australian Gold Mining Co., Limited	200,000	21	10/10
Oliver, Broadbent Mines, Limited	A 15,000	\$5	\$5
B 45,000	\$5	\$4	\$4
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$3
Do. Preference	70,000	\$1	\$1
DOCKS, WHARVES, &c.			
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125
Hongkong and Kowloon Wharf and G. Co., Ltd.	20,000	\$50	\$50
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$100
New Amoy Dock Co., Ltd.	8,000	\$61	\$61
LANDS, ESTATES & BUILDINGS.			
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100
Kowloon Land & B. Co., Ltd.	0,000	\$50	\$50
West Point Building Company, Limited	12,500	\$50	\$50
Hongkong Hotel Company, Limited	12,000	\$50	\$50
Humphreys Est. & Fin. Co.	50,000	\$10	\$10
COTTON MILLS.			
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	Tls100	Tls100
International Cot. Mfg. Co., Ltd.	10,000	Tls100	Tls100
Loon-kung-mow Cotton Spin. & Weav. Co., Ltd.	8,000	Tls100	Tls100
Soy Chee Cotton Spinning Company, Ltd.	2,000	Tls100	Tls100
Yaklong Cot. Spin. Co., Ltd.	7,500	Tls100	Tls100
Hongkong Cotton Spin. & Weav. Co., Ltd.	12,000	\$100	\$100
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	50,000	\$10	\$10
China Borneo Co., Ltd.	7,000	\$20	\$20
A. S. Watson & Co., Ltd.	60,000	\$10	\$10
Hongkong Electric Co., Ltd.	30,000	\$10	\$10
Hongkong and China Gas Company, Limited	7,000	210	210
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$50
Geo. Forster & Co., Ltd.	6,000	\$25	\$25
Hongkong Ice Co., Ltd.	5,000	\$25	\$25
Hongkong High-Level Tramways Co., Ltd.	1,250	\$100	\$100
Dairy Farm Co., Ltd.	10,000	\$71	\$71
Carmichael & Co., Ltd.	2,000	\$50	\$50
Hk. & China Bakery Co., Ltd.	1,250	\$10	\$10
Campbell, Moore & Co., Ltd.	10,000	21	21
Bell's Asbestos & Ag. Co., Ltd.	9,900 only	\$10	\$10
United Asbestos Oriental Agency, Limited	100 shares	\$10	\$10
Tebrau Planting Co., Ltd.	10,000	\$5	\$5
China Provident Loan & Mortgage Co., Ltd.	60,000	\$20	\$20
Watkins, Limited	50,000	\$10	\$10
Universal Trading Co.	60,000	\$20	\$20

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 20th AUGUST.

STATION.

Hour.

Barometer.

Thermometer.

Wind.

Direction.

Force.

Weather.

Remarks.

Clouds.

Sea.

Ice.

Lightning.

Thunder.

Fog.

Drizzle.

Snow.

Hail.

Other.

Time.

Date.

Place.

Country.

Latitude.

Longitude.

Altitude.

Temperature.

Humidity.

Pressure.

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